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Preliminary Report No. 8

URBAN DESIGN PLANS

San Francisco Department of City Planning
October 1970

PACIFIC OCEAN

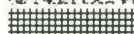
SAN FRANCISCO BAY



DEFINING ELEMENTS:



TREES AND VEGETATION



BUILDINGS



TOPOGRAPHY



ROADWAYS

WEAK LINK



CITYWIDE DESIGN FRAMEWORK



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- | | | |
|-------------------|---|----|
| REGIONAL/CITYWIDE | * | 10 |
| CITYWIDE | * | 10 |
| DISTRICT (Major) | • | 10 |
| DISTRICT | • | 7 |
| COMMUNITY | ★ | 5 |
| NEIGHBORHOOD | • | 5 |

ACCEPTABLE
WALKING
TIME

AREAS OF
THE CITY
EXCEEDING
ACCEPTABLE
WALKING TIME
TO OPEN SPACE



OPEN SPACE ACCESSIBILITY



SOCIAL INDICATORS OF OPEN SPACE NEED

CHILDREN: ESTIMATED 12 OR MORE ELEMENTARY SCHOOL CHILDREN PER BLOCK
 ELDERLY: 16-34 PERSONS AGE 65+ PER 100 POP. City Average: 13
 HIGHEST DENSITY: 120-179.9 PERSONS PER GROSS ACRE } City Average: 24.6
 HIGH DENSITY: 60-119.9 PERSONS PER GROSS ACRE }

Sources: Unified School District
 and U. S. Census 1960



AREAS IN CRITICAL NEED OF OPEN SPACE

AREAS EXCEEDING ACCEPTABLE
 WALKING TIME TO OPEN SPACE
 PLUS HIGH CONCENTRATION OF CHILDREN
 PLUS HIGH CONCENTRATION OF ELDERLY
 PLUS HIGH POPULATION DENSITY

*SOCIAL INDICATORS OF OPEN SPACE NEED COINCIDING WITH
 AREAS EXCEEDING ACCEPTABLE WALKING TIME

----- EXISTING OPEN SPACE INADEQUATE IN SERVICE AREA



DESIGN INDICATORS FOR IMPROVEMENT OF STREET AMENITIES

BELOW AVERAGE PRESENCE OF NATURE
 BELOW AVERAGE PRESENCE OF NATURE, QUALITY OF VIEW AND VISUAL INTEREST



DESIGN INDICATORS FOR REINFORCEMENT OF CITYWIDE FRAMEWORK

EXISTING
 POTENTIAL
 CONCEPTUAL CITYWIDE DESIGN FRAMEWORK
 NATURAL OPEN SPACE DEFINING FRAMEWORK
 TREES AND VEGETATION DEFINING FRAMEWORK
 WHERE NEW OPEN SPACE/MASSIVE LANDSCAPING COULD REINFORCE FRAMEWORK

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DEVELOPMENT BONUSES FOR OPEN SPACE/LANDSCAPING

EXISTING OPEN SPACE AND STREET SPACE

- ★ IMPROVE ACCESS/CIRCULATION TO PARK
- ★ IMPROVE PARK FACILITIES/ENVIRONMENT
- ▲ STRENGTHEN OVERALL VISIBILITY OF PARK
- INCREASE COMMERCIAL RECREATION QUALITY OF STREET
- - - ALLEYWAY MODIFICATION FOR LANDSCAPING

POTENTIAL NEW OPEN SPACE/LANDSCAPED AREAS

- SUITABLE VACANT OR UNDERUSED LAND *
- OPPORTUNITY IN POTENTIAL NEW DEVELOPMENT *
- - - PATHWAY

*SIZE OF SYMBOL IS RELATIVE TO SIZE OF THE POTENTIAL AREA.

OPPORTUNITIES FOR OPEN SPACE & LANDSCAPING



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ENHANCE COMMERCIAL-
RECREATION QUALITIES
IN CHINATOWN AND
FISHERMAN'S WHARF

DCP
NORTHERN WATERFRONT
PLAN 1969

DCP
RECOMMENDATIONS
FOR OPEN SPACE
1969

DOYLE DR
PRESIDIO

LOMBARD ST

CALIFORNIA ST

FELL ST

MISSION DISTRICT
TRANSIT STATION
STUDY 1968

PORT AUTHORITY
PRESENTLY
STUDYING POTENTIAL
PUBLIC ACCESS TO
WATERFRONT
OPEN SPACE IN
THIS AREA

DCP
POTRERO HILL
NEIGHBORHOOD
IMPROVEMENT
STUDY

DCP
WISCONSIN
ST. HOUSING
STUDY 1968

DCP
BERNAL HEIGHTS
NEIGHBORHOOD
IMPROVEMENT PROGRAM
1968

DCP
SOUTH BAYSHORE
STUDY 1969

DCP
PROPOSED
INTERIOR
PARK BELT
1954

DCP
FORTS REPORT
1968

CLIFF HOUSE
BUTRO BATHS
ACQUISITION
STUDY 1967

FULTON ST

LINCOLN WAY

SUNSET BLVD

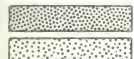
SLOAT BLVD

NINETEENTH AVE

DCP
FORTS REPORT
1968

SKYLINE BLVD

PROVIDE NEW OPEN SPACE
IN DEFICIENT AREAS

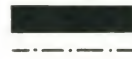


MOST CRITICALLY DEFICIENT AREAS
DEFICIENT AREAS

IMPROVE EXISTING OPEN SPACE
FOR DEFICIENT AREAS

* IMPROVE ACCESS &/or
IMPROVE FACILITIES &/or
IMPROVE VISIBILITY AND
INFORMATION

IMPLEMENT EXISTING OPEN
SPACE PLANS



LOCATION & SOURCE
PATHWAY

ENHANCE COMERCIAL-
RECREATION QUALITIES



AREAS
RECOMMENDED

PROPOSED URBAN DESIGN GUIDELINES FOR OPEN SPACE

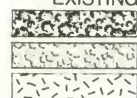


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STRENGTHEN DESIGN FRAMEWORK BY DISTINCTIVE OR LARGE SCALE LANDSCAPING



- PUBLICLY-OWNED NATURAL OPEN SPACE
- DEVELOPED AREAS (along streets and on private property)
- MAJOR ROADWAYS
- CITYWIDE DESIGN FRAMEWORK

IMPROVE QUALITY OF ENVIRONMENT WITH STREET LANDSCAPING



AREAS RECOMMENDED

EXISTING LANDSCAPING PLANS

— LOCATION AND SOURCE



PROPOSED URBAN DESIGN GUIDELINES FOR LANDSCAPING

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PRESIDIO

GOLDEN GATE PARK

PROPOSED PROTECTED RESIDENTIAL AREAS

DEFINED BY MAJOR & SECONDARY TRAFFICWAYS

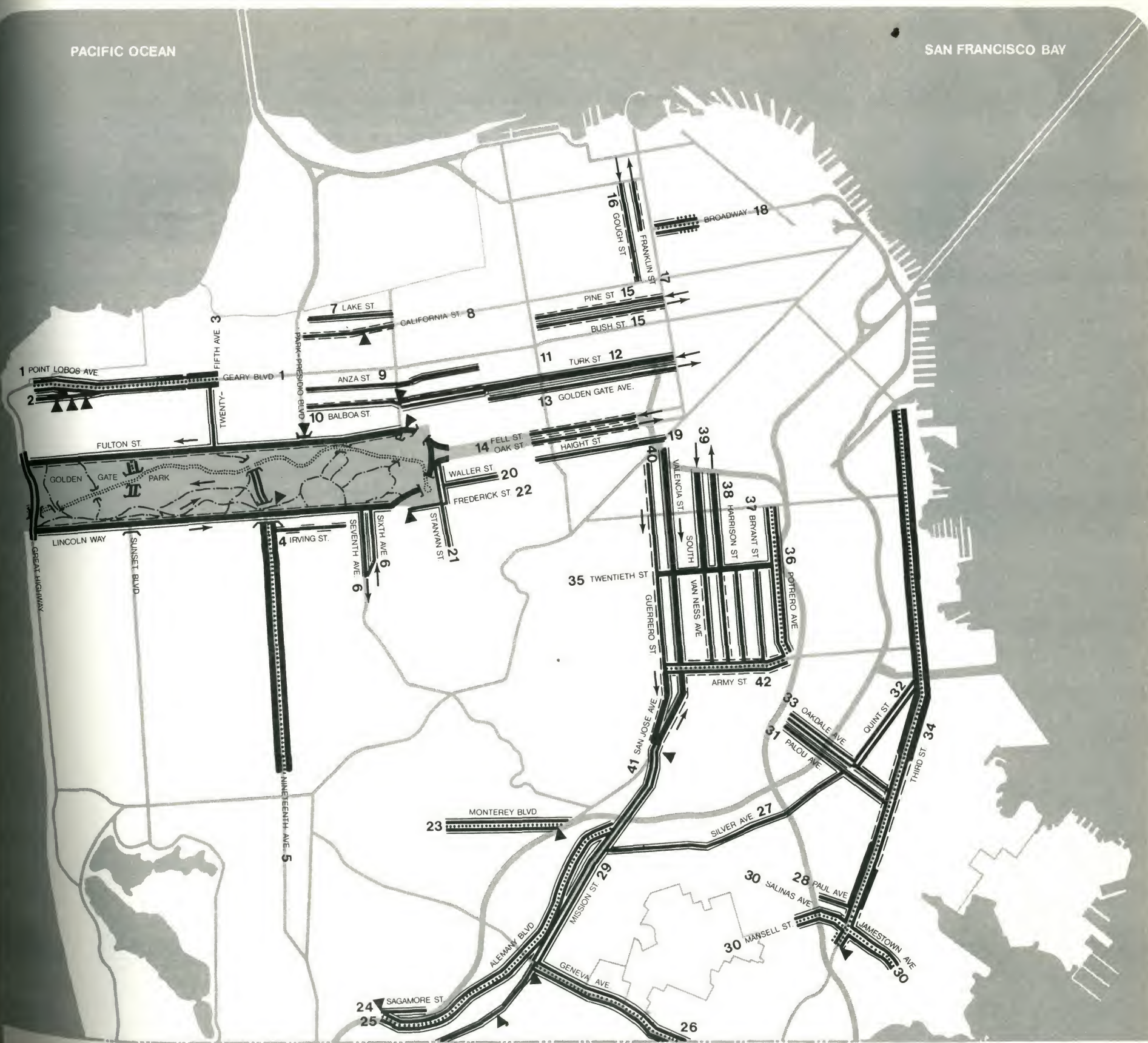


- MAJOR THOROUGHFARE
 - SECONDARY THOROUGHFARE
 - MAJOR COLLECTOR STREET
 - COLLECTOR STREET
 - PROTECTED RESIDENTIAL AREA: MAXIMUM OPPORTUNITY FOR STREET MODIFICATION
- ARTERIAL STREETS



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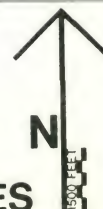
STREET DESIGN ALTERNATIVES: DESCRIPTIONS

1. GEARY/POINT LOBOS: Median and two continuous lanes west of shopping area street landscaping
2. GEARY: Local street narrowing would allow new parking patterns or mini-park
3. 25TH AVENUE: Street landscaping
4. IRVING: Street alignment modification for diagonal shopper parking, landscaping
5. 19TH AVENUE: Parkway development appears to be the only feasible long-range alternative
6. 6TH/7TH AVENUES: One-way couple limited to two lanes, street landscaping
7. LAKE STREET: Eliminate connection to Park-Presidio to discourage nonlocal traffic
8. CALIFORNIA: Narrow to allow street landscape/buffering
9. ANZA: Narrow street, improve landscaping, close at Masonic; close Parker at Geary
10. BALBOA: Narrowing to allow buffering/landscaping and diagonal shopper parking
11. TURK: West of Masonic: street landscaping, wide sidewalk south side
12. TURK: East of Masonic: some narrowing to three lanes continuous, landscaping/buffering
13. GOLDEN GATE: Some narrowing to two lanes continuous, maximize landscaping/buffering
14. OAK/FELL: Long-term solution required. Possible short-term solution: narrowing with tow-away parking lanes
15. PINE/BUSH: Narrow to two lanes west of Gough, one tow-away parking lane, maximize landscaping/buffering
16. GOUGH: Landscaping/buffering, narrow with wider sidewalk adjacent to tow-away parking lane
17. FRANKLIN: Landscaping/buffering, narrow with wider sidewalk adjacent to tow-away parking lane
18. BROADWAY: Landscape median and tunnel portal, opportunity for landscaping in parking lane
19. HAIGHT: Collector street, maximize landscaping using parts of parking lane
20. WALLER: Local street, maximize landscaping and traffic control devices, using parts of parking lane
21. STANYAN: Maximize landscaping/buffering, wider sidewalk east side at Park
22. FREDERICK: Maximize landscaping, possible alignment change at Arguello
23. MONTEREY: Landscaping/buffering, median, minimum 15 foot sidewalks
24. SAGAMORE: Local street, narrow, landscape, potential for linear park/open space
25. ALEMANY: Landscaped median, redesign of intersections with Brotherhood Way and San Jose
26. GENEVA: Landscaped median, diagonal parking and shopping area west of Naples
27. SILVER: Maximize landscaping using parts of parking lane
28. PAUL: Maximize landscaping, possible closing at Bayshore in future
29. MISSION: South of Geneva: narrow; north of Randall: one way; maximize landscaping of entire street
30. MANSELL/SALINAS/JAMESTOWN: Future parkway development maximize landscaping in median and sidewalks
31. PALOU: Local street, close at Selby, realign at Silver
32. QUINT: Potential for industrial traffic use, widen street, connect to Third Street
33. OAKDALE: Widen west of Quint, narrow east of Quint in residential/shopping area, maximize landscaping
34. THIRD: Landscaped median, continuous widened sidewalks in shopping area, parking prohibited in industrial areas
35. 20TH STREET: Two lanes eastbound, one lane westbound, close local street intersections on south side
36. POTRERO: Narrow, landscaped median
37. BRYANT: Widened sidewalks, maximize landscaping using parts of parking lanes
38. HARRISON: Maximize landscaping using parts of parking lanes
39. SOUTH VAN NESS/FOLSOM: One-way couple, maximum three lanes, widen sidewalks, maximize landscaping/buffering
40. GUERRERO/VALENCIA: One-way couple, limit traffic lanes, widen sidewalks, maximize landscaping/buffering
41. SAN JOSE: Extension of one-way Guerrero, limit traffic lanes, widen sidewalks, maximize landscape/buffering
42. ARMY: Limit off-peak traffic lanes, landscaped median, maximize landscape/buffering

- LANDSCAPED MEDIAN WITH LEFT TURN LANES
- TWO TRAFFIC LANES
- THREE TRAFFIC LANES
- PARKING LANE
- PARKING LANE (tow-away at peak hours)

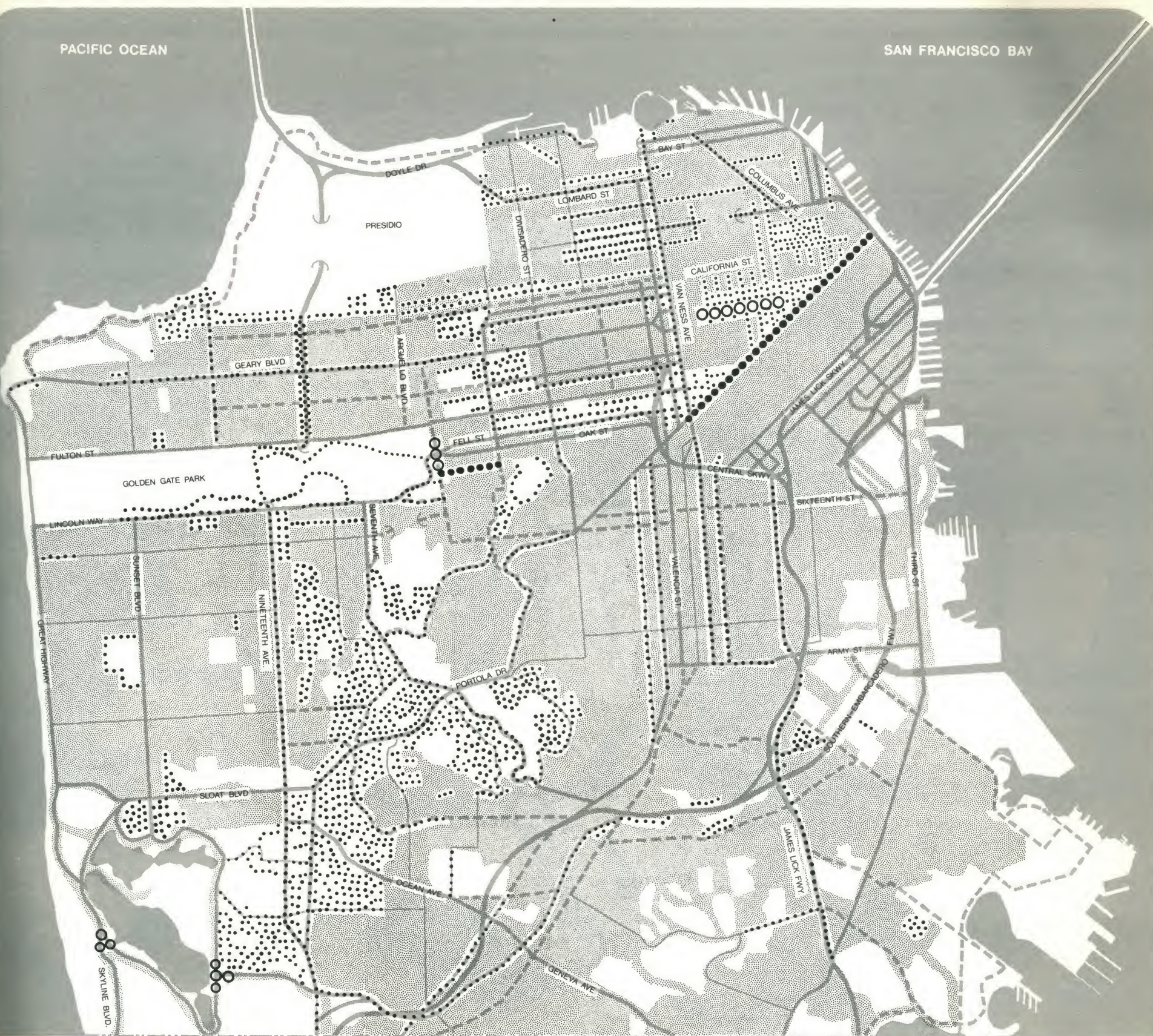
- POTENTIAL FOR DESIGN IMPROVEMENT
- ONE-WAY TRAFFIC
- GOLDEN GATE PARK CONCOURSE: NO AUTOMOBILES
- AUTOMOBILE ROADWAY

STREET DESIGN ALTERNATIVES



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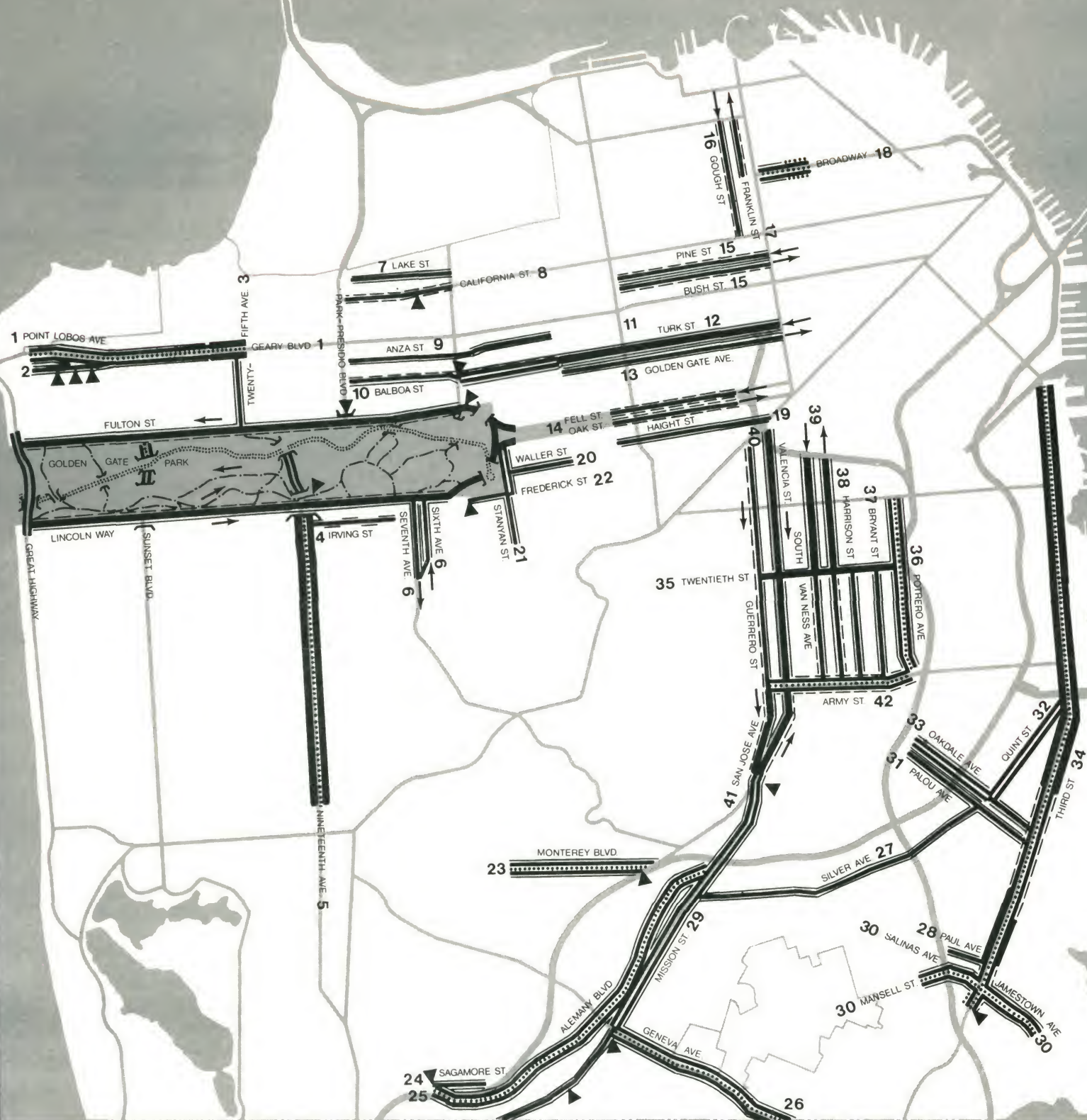
- INCANDESCENT
- OOOOOO FLUORESCENT
- LUCOLUX
- MERCURY VAPOR

EXISTING STREET LIGHTING



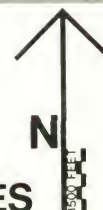
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- LANDSCAPED MEDIAN WITH LEFT TURN LANES
- TWO TRAFFIC LANES
- THREE TRAFFIC LANES
- PARKING LANE
- - - - PARKING LANE (tow-away at peak hours)

- ▲ POTENTIAL FOR DESIGN IMPROVEMENT
- ONE-WAY TRAFFIC
- GOLDEN GATE PARK CONCOURSE: NO AUTOMOBILES
- AUTOMOBILE ROADWAY



STREET DESIGN ALTERNATIVES

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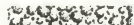
PUBLICLY PLANTED AND MAINTAINED:



STREET TREES



STREET LANDSCAPING



LANDSCAPED AREAS

PRIVATELY PLANTED AND MAINTAINED:



STREET TREES



LANDSCAPED AREAS



HIGHLY VISIBLE LANDSCAPING

EXISTING STREET TREES AND LANDSCAPED AREAS



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FREEWAY: LARGE SCALE, EASILY PERCEIVED PATTERNS, LIMITED SPECIES
 MAJOR THOROUGHFARE: FORMAL, LARGE SCALE, LIMITED SPECIES, ORDERLY PATTERNS
 SECONDARY THOROUGHFARE: LESS FORMAL, MEDIUM SCALE, SOME SPECIES VARIETY, VARIATION IN PATTERN
 COMMERCIAL-RECREATION USE } SPECIAL LANDSCAPING
 COMMERCIAL USE }
 RESIDENTIAL USE, EMPHASIS ON BUFFER LANDSCAPING
 IMPORTANT VIEWS, SHOULD NOT BE BLOCKED BY LANDSCAPING

URBAN DESIGN GUIDELINES
FOR STREET LANDSCAPING



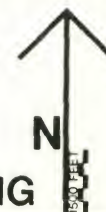
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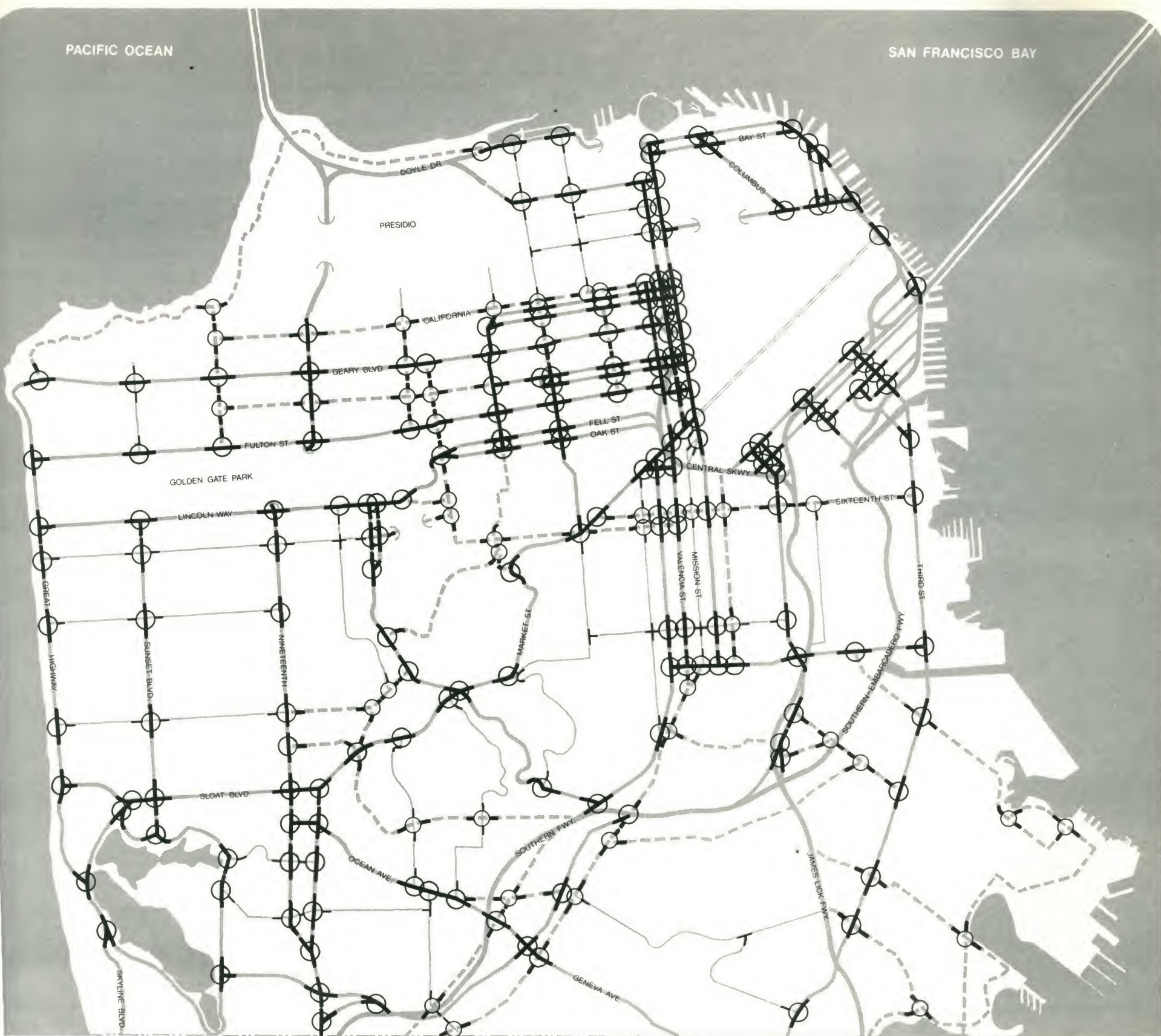
- SPECIAL BRIDGE APPROACH LIGHTING
- SPECIAL COMMERCIAL AREA LIGHTING
- FREEWAY LIGHTING - HIGHEST INTENSITY
- MAJOR THOROUGHFARE LIGHTING - HIGH INTENSITY
- SECONDARY THOROUGHFARE LIGHTING - MEDIUM INTENSITY
- MAJOR COLLECTOR STREET LIGHTING

URBAN DESIGN GUIDELINES FOR STREET LIGHTING



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MAJOR/MAJOR



MAJOR/SECONDARY



MAJOR/MAJOR COLLECTOR



SECONDARY/SECONDARY



SECONDARY/MAJOR COLLECTOR



MAJOR COLLECTOR/MAJOR COLLECTOR

THE VISUAL IMPORTANCE OF AN INTERSECTING STREET SHOULD RELATE DIRECTLY TO ITS FUNCTIONAL IMPORTANCE.

URBAN DESIGN GUIDELINES FOR STREET INTERSECTIONS



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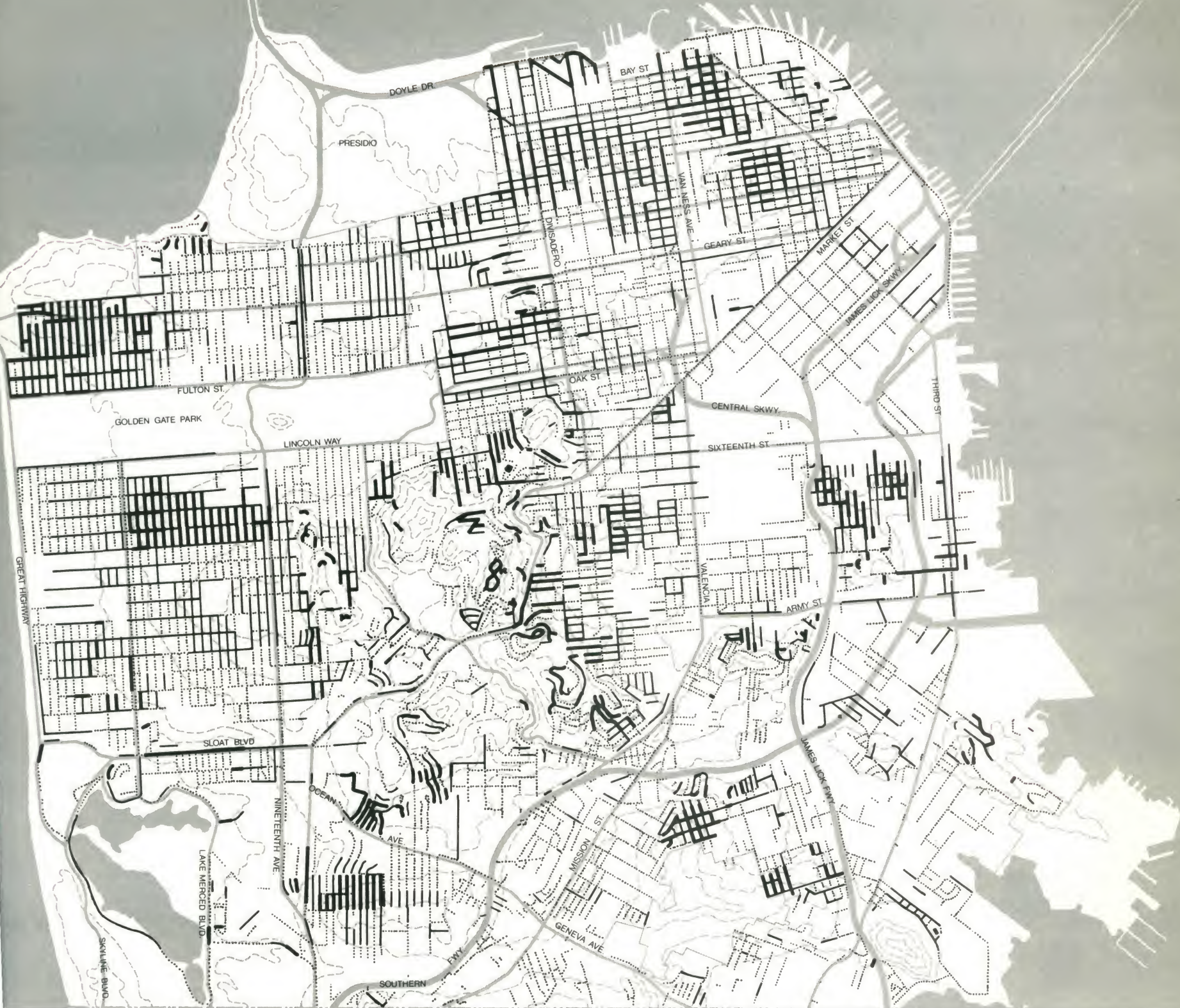
- STREETCAR ROUTE
 - CABLE CAR ROUTE
 - * SUBWAY STATION
 - MAJOR SURFACE TRANSIT ROUTE
 - MAJOR TRANSFER LOCATION
- IMPROVE ROUTE & DESTINATION INFORMATION
- IMPROVE TRANSIT STRIP IDENTITY & ROUTE INFORMATION

URBAN DESIGN GUIDELINES FOR TRANSIT ROUTES



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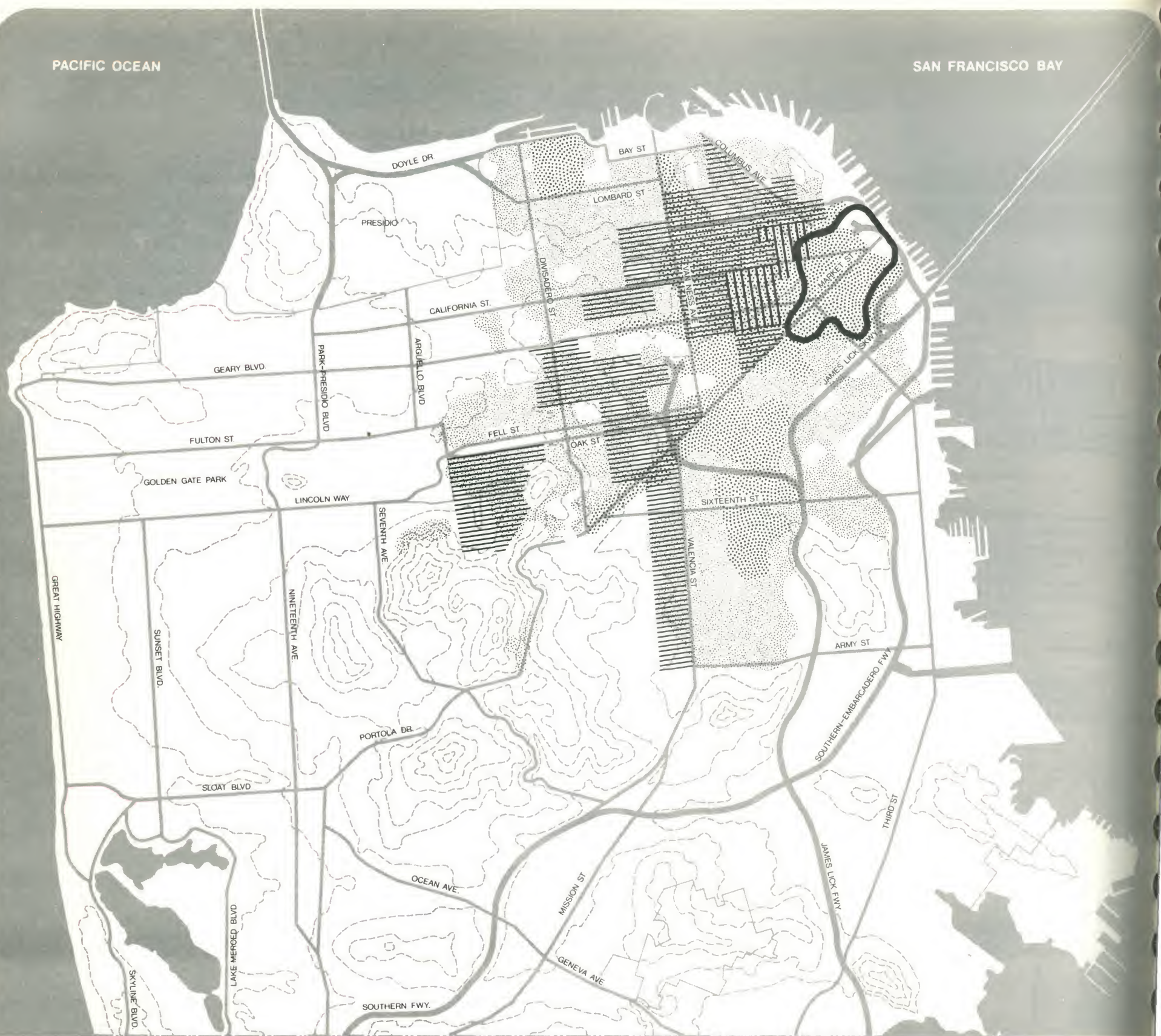
— EXCELLENT
- - - GOOD
... AVERAGE

QUALITY OF STREET VIEWS



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DENSITY



120-179.9 PERSONS PER GROSS ACRE

60-119.9 PERSONS PER GROSS ACRE

COVERAGE
(generalized)

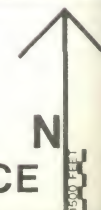


76-100 PERCENT OF BLOCK COVERED WITH BUILDINGS

51-75 PERCENT OF BLOCK COVERED WITH BUILDINGS

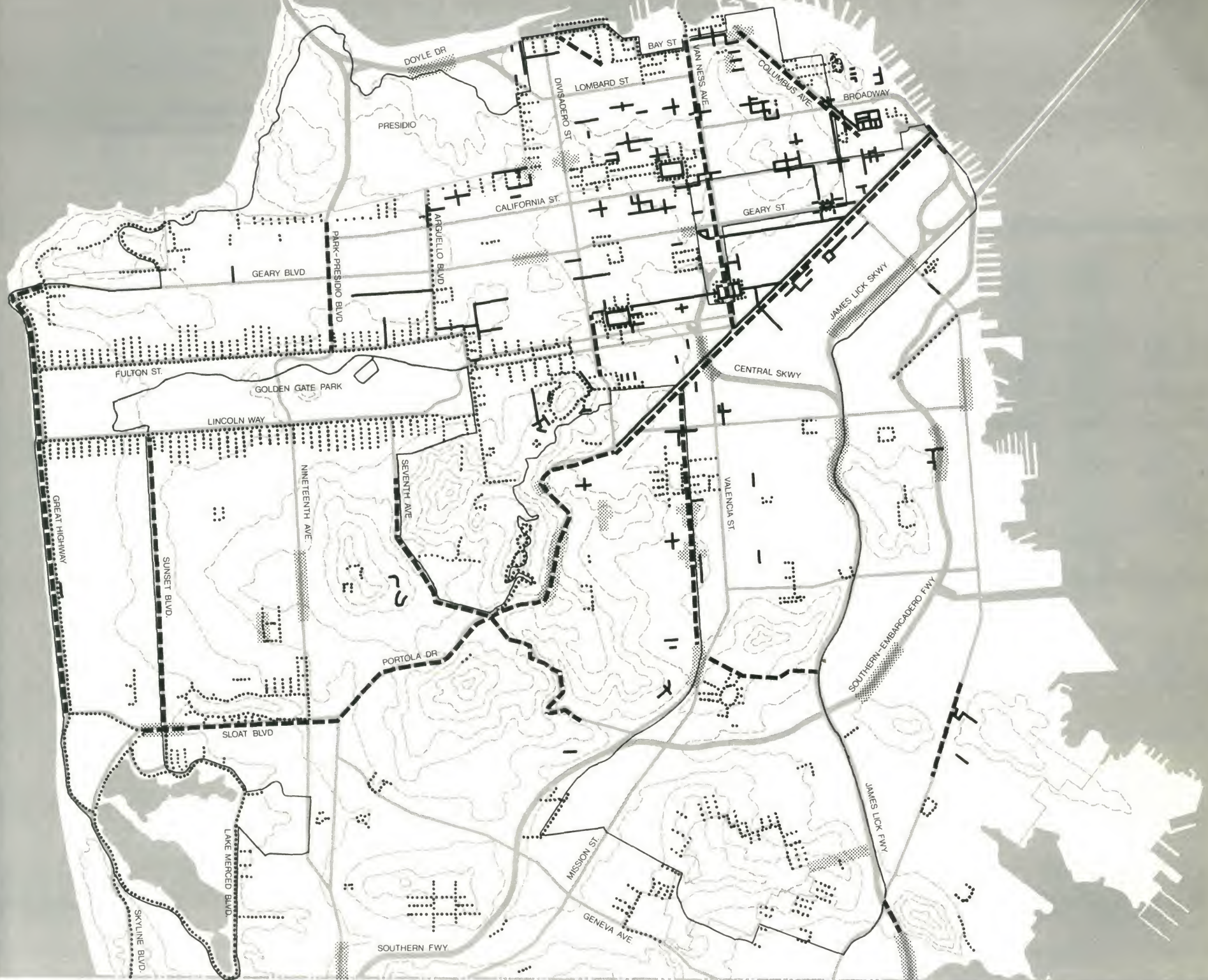
AREA OF MAJOR SHADOW-PRODUCING BUILDINGS

**WHERE STREETS ARE CRITICAL
SOURCES OF LIGHT, AIR, AND OPEN SPACE**



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— STREET VIEW OF IMPORTANT BUILDING

(landmark, proposed landmark, other historic or culturally-significant building)

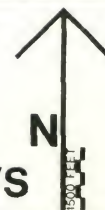
--- STREETS THAT DEFINE CITY FORM

..... STREETS THAT EXTEND THE EFFECT OF PUBLIC OPEN SPACE

— ROUTE OF FORTY-NINE MILE SCENIC DRIVE

▨ IMPORTANT STREET VIEW FOR ORIENTATION

STREET AREAS IMPORTANT
TO URBAN DESIGN AND VIEWS





WHERE TALL BUILDINGS COULD ENHANCE VIEWS OF SKYLINE

A



WHERE VIEWS OF TALL BUILDINGS WOULD IMPROVE ORIENTATION FROM MAJOR STREETS

- * TO IMPROVE CLARITY OF THE ROUTE
- TO IMPROVE ORIENTATION TO MAJOR DESTINATIONS
- GENERAL DIRECTION OF IMPORTANCE

B



WHERE TALL BUILDINGS COULD ENHANCE SCULPTURAL FORM OF CITY

- ▨ GENERAL HEIGHT DEVELOPMENT
- ▤ SLENDER TOWERS IN GENERALLY LOW DEVELOPMENT
- * SINGLE HIGH ELEMENT APPROPRIATE

C



WHERE TALL BUILDINGS COULD HELP DEFINE COMMUNITY AREAS

- HIGH RISE: 13 TO 30 STORIES
- MEDIUM RISE: 5 TO 12 STORIES

D



EFFECT OF TALL BUILDINGS ON VIEWS

MINIMAL: Few views from nearby structures interrupted
MODERATE: Some views from nearby structures interrupted

E



IMPORTANT LATERAL VIEWS FROM MAJOR STREETS

HEIGHT LIMITS NECESSARY TO PRESERVE VIEWS
GENERAL DIRECTION OF VIEWS

F



AREAS OF HEIGHT, SCALE, AND BUILDING PATTERNS APPROPRIATE FOR PRESERVATION
POTENTIAL FOR CHANGE
LOW, SMALL SCALE BUILDINGS REFLECTING TOPOGRAPHY
MEDIUM TO HIGH RISE, LARGE SCALE BUILDINGS IN GOOD RELATION TO TOPOGRAPHY
POTENTIAL FOR TALL BUILDINGS WITH PROPER RELATION TO TOPOGRAPHY & EXISTING BUILDINGS
TALL BUILDINGS INAPPROPRIATE

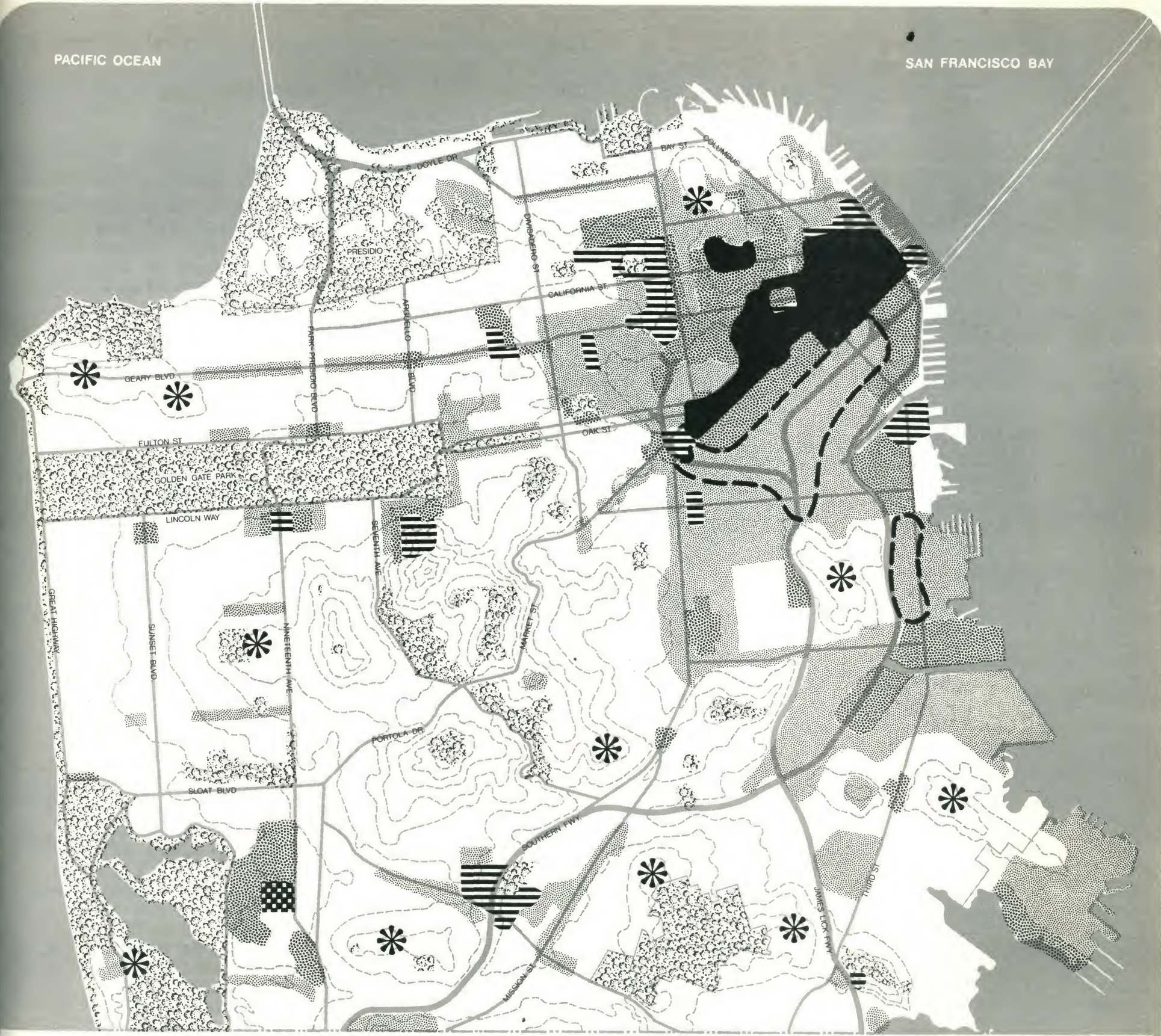
G



EXISTING
* HOSPITAL
* COLLEGE / UNIVERSITY
* APARTMENTS
* SUBWAY STATION
* HOTEL
* OFFICE / COMMERCIAL

DEVELOPMENT PRESSURE FOR TALL BUILDINGS
POTENTIAL
DIRECTION OF EXPANSION PRESSURE

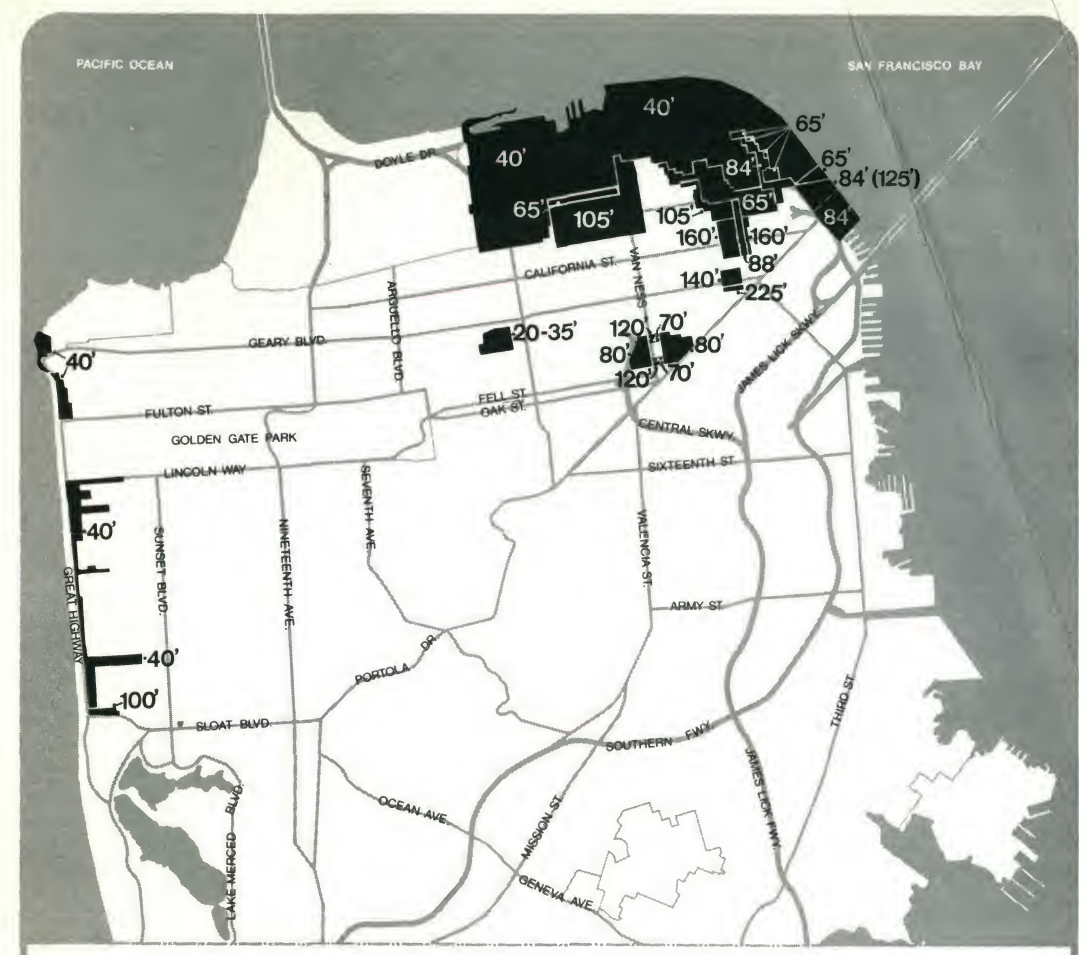
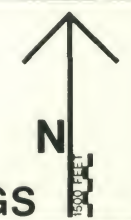
H



- 0-40 ft.
- 41-88 ft.
- 89-160 ft.
- 161-240 ft.
- 241-400 ft.
- NO LIMIT: HEIGHT DETERMINED BY FLOOR AREA RATIO

- OPEN SPACE: ANY DEVELOPMENT SUBJECT TO REVIEW
- MAXIMUM HEIGHT: ELEVATION OF FREEWAY
- POINT TOWERS IN VICINITY

PROPOSED URBAN DESIGN GUIDELINES FOR THE HEIGHT OF BUILDINGS






EXISTING SPECIAL HEIGHT LIMIT DISTRICTS

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-  SPECIAL HEIGHT LIMIT DISTRICT
-  35 FT. MAXIMUM FOR R-1-D AND R-1 DISTRICTS
40 FT. MAXIMUM FOR R-2, R-3 AND R-3.5 DISTRICTS
(permitted non-residential uses may exceed limits)
-  PRIVATE OWNERSHIP: HEIGHT GOVERNED BY FLOOR AREA RATIO
PUBLIC OWNERSHIP: NO CONTROLS EXCEPT ON CITY PROJECTS
(40 ft. maximum for dwellings on some lots in C-1 and C-2 districts)

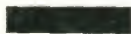


EXISTING HEIGHT CONTROLS



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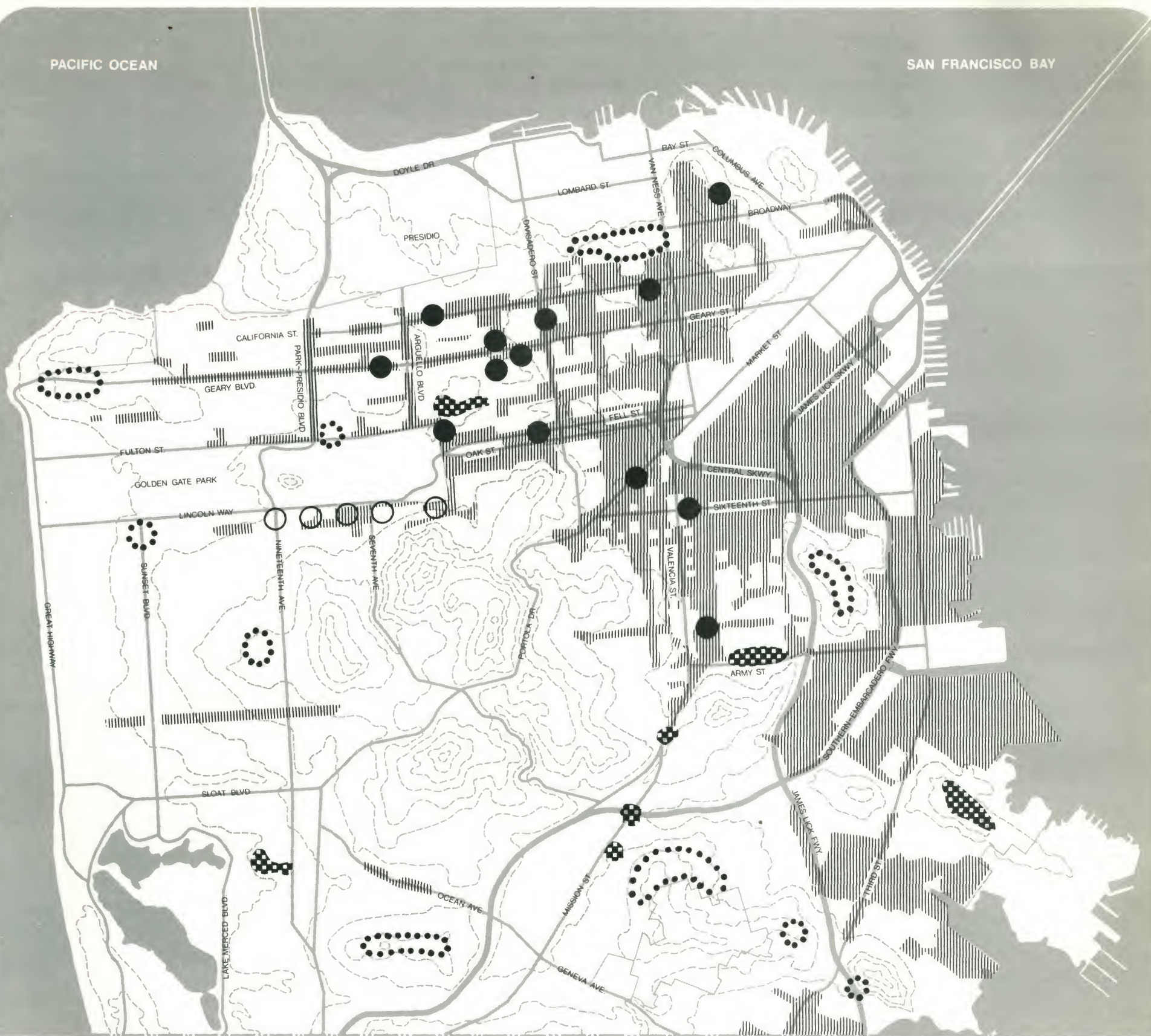
-  INCREASED HEIGHT
-  DECREASED HEIGHT
-  APPLICATION OF SPECIFIC HEIGHT POLICY

RELATION OF PROPOSED BUILDING HEIGHT GUIDELINES TO EXISTING HEIGHT LIMITS



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- 1 { ● EXISTING
○ POTENTIAL }
- 2 { ▨ }
- 3 { ▩ }

DEVELOPMENT PRESSURE FOR TALL BUILDINGS

HEIGHT PRESENTLY CONTROLLED ONLY BY FLOOR AREA RATIO

MORE HEIGHT APPROPRIATE THAN PRESENTLY ALLOWED



MORE HEIGHT MIGHT BE ALLOWED
AT AN APPROPRIATE FUTURE TIME

PRIORITIES FOR RE-EVALUATION OF EXISTING HEIGHT CONTROLS



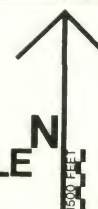
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SMALL SCALE		LOW RISE (to 40 ft.)
SMALL-MEDIUM SCALE		LOW RISE (to 40 ft.)
MEDIUM SCALE		MEDIUM RISE (60-100 ft.)
		HIGH RISE (above 100 ft.)
LARGE SCALE		LOW RISE (to 40 ft.)
		MEDIUM RISE (80-100 ft.)
		HIGH RISE (above 160 ft.)

GENERALIZED EXISTING BUILDING SCALE



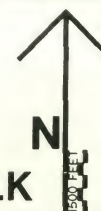
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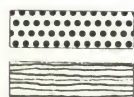
SCALE	TYPE OF LAND USE
SMALL:	ONE & TWO FAMILY RESIDENCE, NEIGHBORHOOD COMMERCE, & OPEN SPACE
MEDIUM:	LOW RISE RESIDENCE: TO 4 STORIES
	MEDIUM RISE RESIDENCE: 4 TO 12 STORIES, COMMUNITY COMMERCE
LARGE:	HIGH-RISE RESIDENCE: OVER 12 STORIES
	INDUSTRY & WAREHOUSE
	DOWNTOWN: OFFICE, RETAIL, GENERAL, SUPPORT

PROPOSED URBAN DESIGN
GUIDELINES FOR BUILDING BULK



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CONTROLLED ONLY BY FLOOR AREA RATIO

PUBLIC USE DISTRICT - NO CONTROLS EXCEPT ON CITY PROJECTS

AREAS WITH LEAST RESTRICTIVE BULK CONTROLS

